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COUNTRY East Germany REPORT NO. [REDACTED]
 TOPIC Parchim Airfield
 EVALUATION see below PLACE OBTAINED [REDACTED] 25X1A
 DATE OF CON [REDACTED] 25X1A
 DATE OBTAINED [REDACTED] PREPARED 12 June 1953
 REFERENCES _____
 PAGES 2 ENCLOSURES (NO. & TYPE) _____
 REMARKS _____

25X1X

SOURCE

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1. Since late February 1953, German workers have been observed at Parchim airfield which had been vacated in August 1952. The buildings at the western exit of Parchim, along Dammer Weg, which were formerly occupied by Soviet Air Force personnel, and the home for aged people "Neue Heimat" were unoccupied in late February and not released to the civilian population.
2. On 10 April, source determined that not the entire asphalt cover of the runway was to be removed but only sections of it in order to save time. It was planned to cover the runway with a concrete layer of 11 cm so that the total thickness of the runway would be 30 cm. By order of Herr Burtjen (fnu), deputy manager of the Baunion Spree, concreting work was to start in early May. However, it was doubted whether this date could be met since no construction material had arrived until mid-April because the storage facilities for cement were not yet completed. On 1 April, 248 laborers were employed at the field, who worked in two shifts after 7 April. Quarters buildings at the field could house about 1,000 men. Only about 30 percent of the heating facilities were serviceable.
3. At a conference of the Werder air force construction staff on 27 April, Lieutenant Colonel Streltsov (fnu) ordered that the taxiway at the field be enlarged to a width of 18 meters and covered with a new concrete layer of 15 cm and that two communication lanes, 18 meters wide and with a concrete top layer of 20 cm, be constructed between the taxiway and runway.
4. Shrapnel-proof aircraft revetments were planned to be constructed at the field.
5. In late April, source determined that preliminary work at the field was almost completed and believed that concreting work could start on 15 May. For concreting, special vehicles with Diesel engines and a load capacity of 6 cubic meters each, had newly arrived from Hungary, while it was formerly planned to construct a spur track. Fifteen such vehicles with cross-country mobility and a high speed were to be employed at the construction site which was further equipped with a number of 2.5-ton dump trucks from the USSR. The latter vehicles, although not economical, were rapid and suitable for construction work.

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[REDACTED] Comment. It appears that final orders for improvement work at Parchim airfield were given by Lieutenant Colonel Streltsov, chief of the planning department of the air force construction headquarters in Werder. Apparently, the 2,515-meter-long runway

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is to be repaired and its concrete cover is to be given a thickness of 30 cm. Work on the old runway, which is to be widened and provided with a thicker concrete cover, and the construction of two communication lanes, originally planned for 1954, have been included in the 1953 program. It is further planned to construct 40 shrapnel-proof aircraft revetments similar to those at fighter airfields.

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